PROMONTORY ROUTE RAILROAD TRESTLES, TRESTLE 790B
(Trestle "E")
11 miles west of Corrine
Corrine Vicinity
Box Elder County
Utah

HAER No. UT-64-E

HAER
UTAH
2- CORI. V,
1E-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Rocky Mountain Regional Office
Department of the Interior
P.O. Box 25287
Denver, Colorado 80225

HISTORIC AMERICAN ENGINEERING RECORD

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PROMONTORY ROUTE RAILROAD TRESTLES, TRESTLE 790B (TRESTLE "E") (HAER No. UT-64-E)

Location: UTM: 12/391100/4605540

Present Owner: Southern Pacific Transportation Company, San Francisco

Present Use: The railroad grade and trestles are used as a Chevron Oil Company pipeline route and, in part, as a vehicular corridor. The trestles are to be demolished and replaced with earthen fill.

Significance: This trestle is one of many remaining Promontory Route railroad trestles which were originally part of the first transcontinental railroad route constructed across the United States. These trestles represent a class of small utilitarian wooden trestles constructed throughout the country during the latter half of the 19th century.

PART I. HISTORICAL INFORMATION

1. Date of Construction: 1872
2. Railroad Structure Designation: 790B (at milepost 790.69)
3. Architect: Central Pacific Railroad Company
4. Original and subsequent owners: Central Pacific Railroad Company, 1872-1884; Southern Pacific Transportation Company, 1884-present
5. Builders, contractors, suppliers: Central Pacific Railroad Company
6. Original plans and construction: Unknown
7. Alterations and additions: cap beam replaced, 1933; three cap beams replaced, 1936; 3 ties replaced, 1940.
8. Comments: The 1920 and 1941 Bridge Inspection Books[1] show this trestle to be an open deck structure which is 32 feet long and 8 feet high. It has four 7-by-16-inch stringers and four-pile bents which are untreated. In 1933 a cap beam was replaced and in 1936 three were replaced. Three ties were replaced in 1940. It was rated in good condition in 1941.

PART II. ARCHITECTURAL INFORMATION

This is a two-span wooden framed trestle 31 feet long and 4 feet 6 inches high (water level to bottom of rail). The deck rests on three four-post bents, which in turn, have large cap beams resting upon them. On these cap beams rest two sets of paired 8-by-16-inch stringers running the length of the trestle. On these stringers rest railroad ties. The use of four-post bents suggests that only "light loading" (use of E-45 locomotives) of the trestle was proposed.[2]

The bulkheads at each end of the trestle are made of 2-by-12-inch stacked boards resting on edge which are held up by the end bents under the deck and by 8-by-10-inch posts on the wings. The bulkhead wings are flared at a 45 degree angle. Most nails in the structure are wire nails, but a few cut nails were found in one old 8-by-10-inch squared post in a wing wall.

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1. Southern Pacific Transportation Company, Salt Lake Division, Bridge Inspection Books 1920 and 1941. On file at the Southern Pacific Transportation Company, San Francisco, California.

2. Walter Loring Webb, *Railroad Construction, Theory and Practice*, New York: John Wiley & Sons, Inc., p. 210.

Location of Trestle 790B ("E"). Taken from: USGS Public Shooting Grounds, Utah Quadrangle 7.5' (1972).